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# **PENINSULA GATEWAY PLAZA SPECIFIC PLAN**

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Daly City, California

May, 1986

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PENINSULA GATEWAY PLAZA SPECIFIC PLAN

City of Daly City, California

May, 1986



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I      PENINSULA GATEWAY SPECIFIC PLAN:  
         INTRODUCTION

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This Plan has been prepared in accordance with the Government Code, State of California, Sections 65450 et. seq. As such, it represents a true Specific Plan for the subject portion of the city of Daly City, California.

California laws provide that Specific Plans contain all applicable policies and regulations of the local General Plan, and specific policies and regulations to guide the planning and development of the subject area of the community. Included in the required elements of the Specific Plan are certain "standards" for the location and development of all buildings, roads, other transportation facilities; for calculating population and employment density, and building intensity levels; and for the conservation and use of natural resources, and related matters.

**1.      Specific Plan Area Description**

The **Peninsula Gateway Specific Plan Area** (to be referred to herein as the "Peninsula Gateway Specific Plan Area" and the "Specific Plan Area") takes in nearly 37 acres of land (including internal streets) located in the city of Daly City, San Mateo County, California. This planning area includes land held in residential use, commercial use, quasi-industrial use, and for public facilities (predominantly transportation related).

The entire Specific Plan Area lies within the incorporated limits of the city of Daly City. The Specific Plan Area is bounded generally by the San Francisco County/City of Daly City line on the north; by Citrus Avenue to the south; by the rear property line of residences fronting Niantic Avenue to the east; and by Junipero Serra Boulevard and thence Interstate Freeway 280 on the west. Refer to Figure 1 for regional setting.

Figure 2 provides a general reference or "vicinity" setting for the Peninsula Gateway Plaza Specific Plan Area, showing portions of the greater Daly City vicinity. The Daly City BART Station is identified, and other local points of interest.



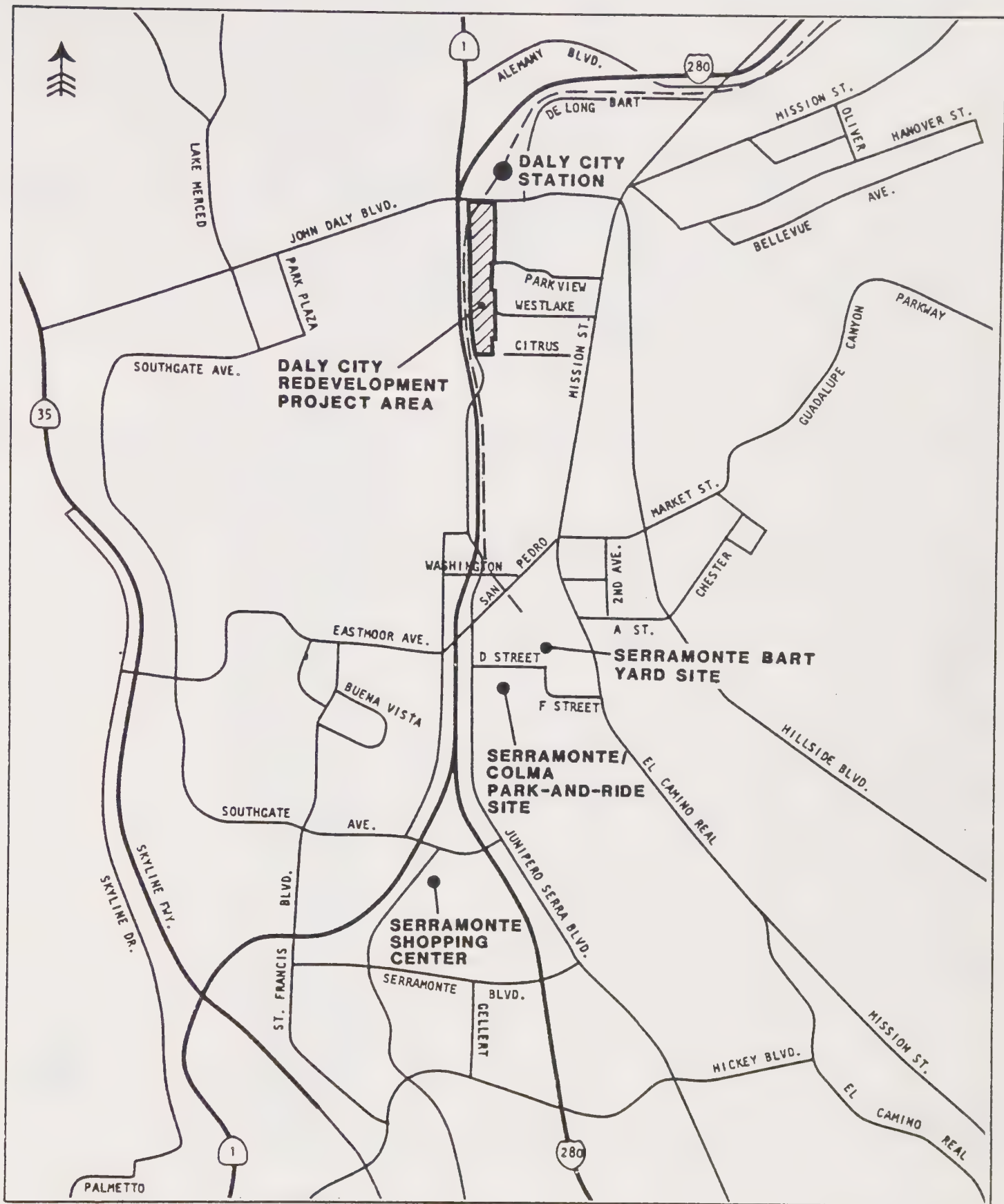
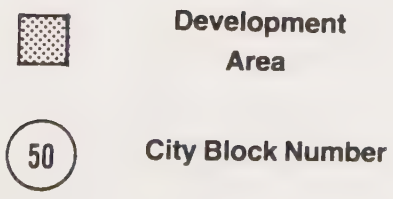
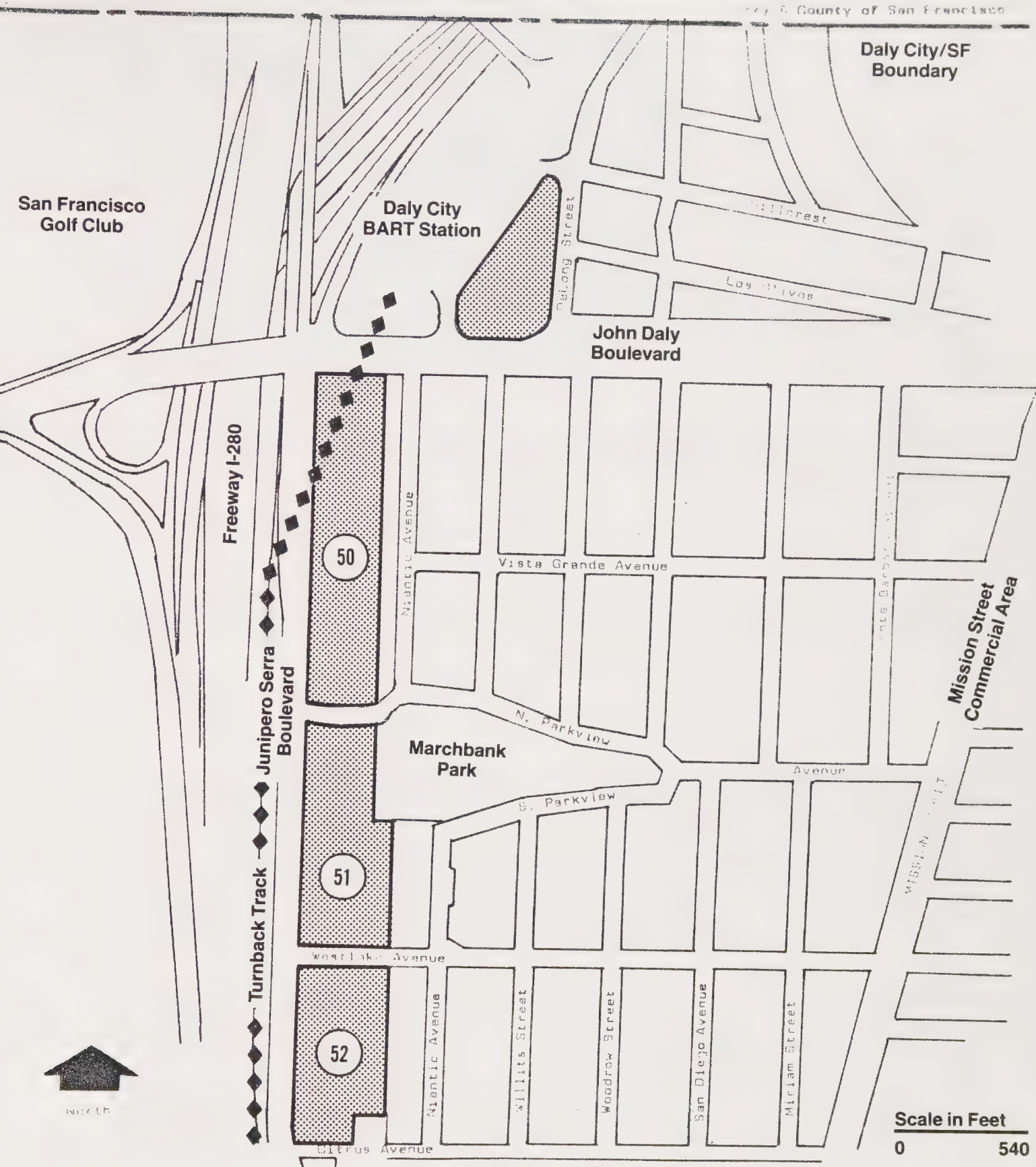


FIGURE 1  
**PENINSULA GATEWAY PLAZA  
 SPECIFIC PLAN**  
 Vicinity Setting





**FIGURE 2**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Vicinity Points of Interest



### 1.1. Activities In Specific Plan Area

Included within the Specific Plan Area are: (1) the Bay Area Rapid Transit District (BART) Daly City Station, existing southern terminus of the west bay line; (2) the under-construction BART Turnback Track system, on a north-south alignment within the Specific Plan Area; (3) commercial and heavy commercial/light industrial uses fronting Junipero Serra Boulevard; and residential uses fronting DeLong Street (adjacent to the BART Station). Residential uses also abut the easterly line of portions of the Specific Plan Area. The BART properties include the Daly City BART Station passenger facilities, trackage, existing parking structure, parking lots adjacent, and the segments of the Specific Plan Area acting as right-of-way for the Turnback Track structure and access points.

Figure 3 provides an illustration of the Specific Plan Area including the BART Station Area and the Junipero Serra Redevelopment Project boundary.

### 1.2. Existing Zoning & Ownership Pattern

Figures 4 and 5 following illustrate the existing patterns of property ownership (BART, private and other institutional, Southern Pacific Company) and zoning (commercial, industrial, residential).

## 2. **Background For This Specific Plan**

For a number of years, City of Daly City representatives have sought a rationalization of development potentials within the community. Construction of Interstate Freeway 280 and the Daly City BART Station introduced significant new planning elements into the vicinity. In the early 1970s, the City of Daly City initiated a series of planning efforts to determine a long-range development profile for the Specific Plan Area. These efforts culminated in the preparation of updated General Plan recommendations for the area, and an adopted Redevelopment Plan for the Junipero Serra Project Area (June 1977).

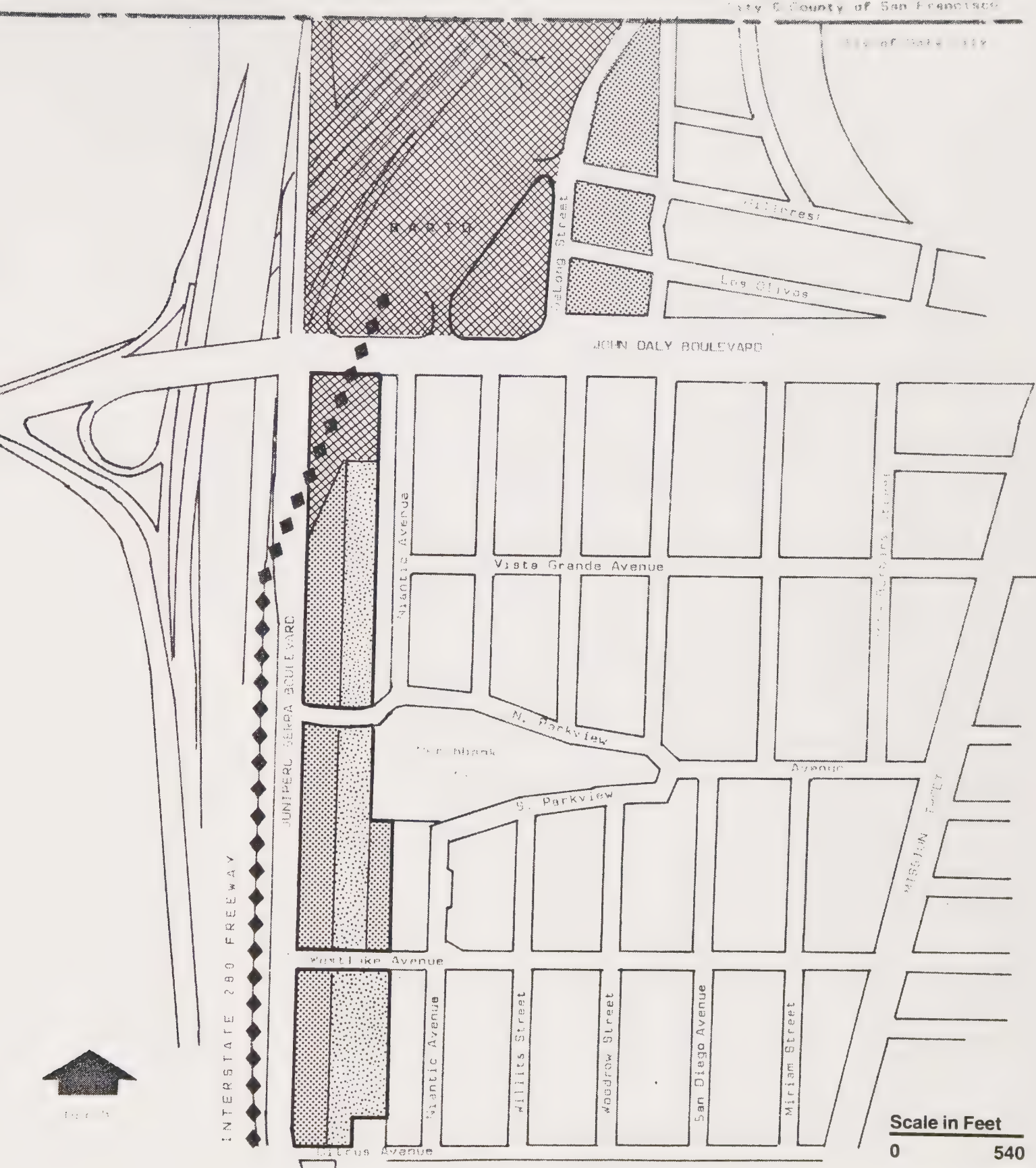
BART investments in the Specific Plan Area since 1977 have prompted additional requirements for establishing development potentials in and adjacent to the 1977 Junipero Serra Boulevard redevelopment zone. The BART Turnback Track construction has introduced a major physical change to the character of the vicinity. Finally, the recommendations of the 1985 Daly City Intermodal Study (DKS Associates) produce joint development opportunities for BART properties, and revised development potentials for other developable private and public parcels within the Specific Plan Area.








**FIGURE 3**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Planning Area

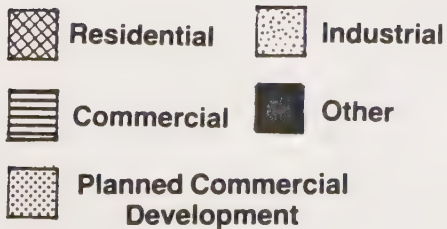
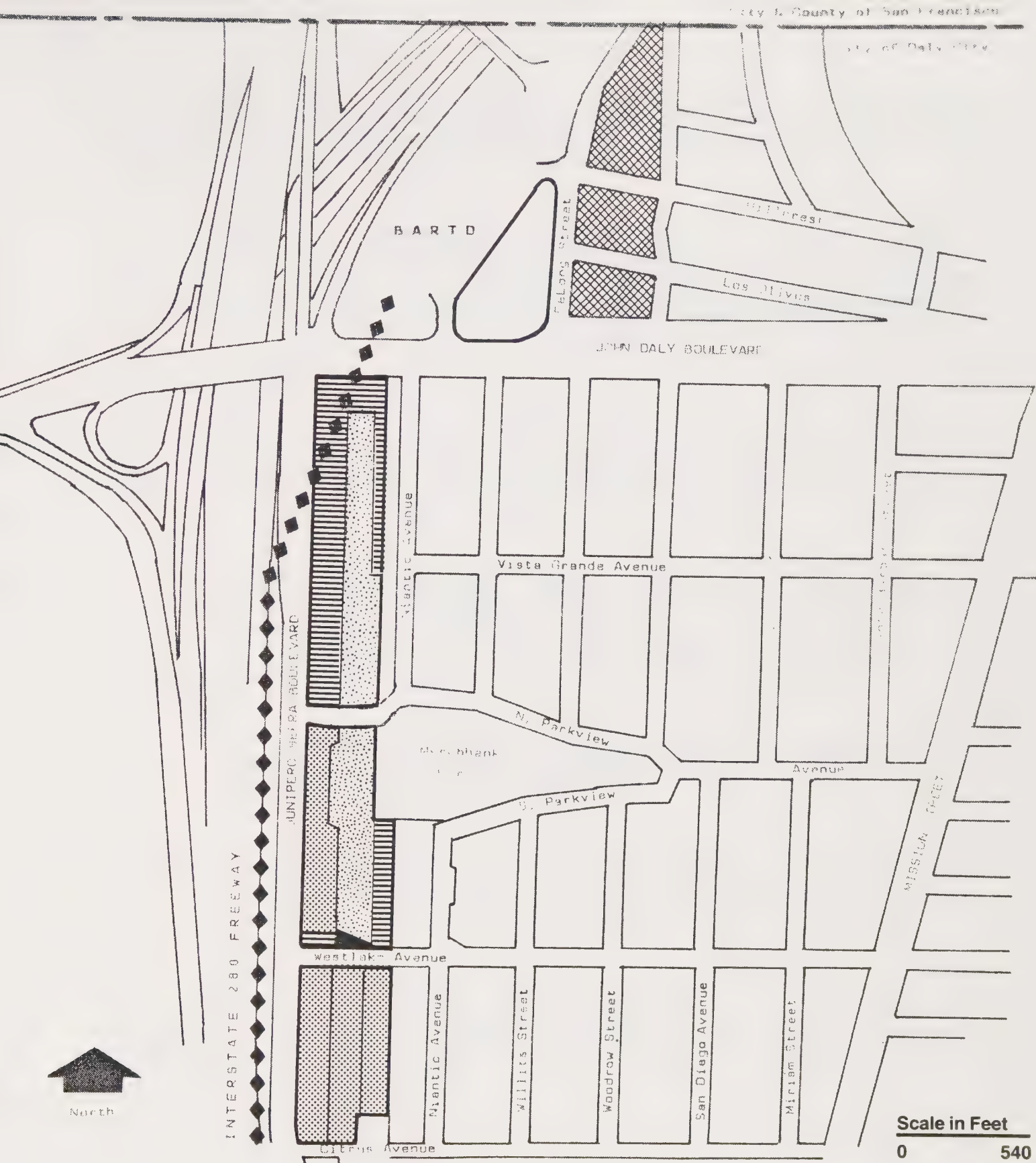




-  Private Property / DCURA
-  BARTD
-  Southern Pacific Property

**FIGURE 4**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Existing Ownership





**FIGURE 5**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Existing Zoning



In late 1985, BART and the City of Daly City agreed to jointly sponsor a new Specific Plan for the area including the BART Station, Turnback Track crossing of John Daly and Junipero Serra Boulevards, and the Junipero Serra Project (redevelopment) Area.

This Peninsula Gateway Specific Plan has been prepared in the light of the foregoing, respecting existing policies and recently identified opportunities and constraints. It is designed to serve both as a guide to development of properties within the redevelopment area, and for joint development-projects that might be approved by BART for its holdings, as time passes.

### **3. Review Provisions**

California planning law calls for Specific Plan review and amendment to follow that of the General Plan process. For this Peninsula Gateway Specific Plan, the following additional provisions shall apply:

1. Objectives and provisions of the Peninsula Gateway Plaza Specific Plan shall be reviewed by the City of Daly City when any one development proposal, or a cumulative series of proposals, shall result in the addition of more than 200,000 SF (square feet) of gross building floor area within the Plan boundary (exclusive of parking facilities), and/or
2. The Specific Plan shall be reviewed by the City of Daly City when BART proposes joint development of parcels within the Specific Plan Area boundary, and/or
3. The Specific Plan shall be reviewed by the City of Daly City whenever the John Daly/Junipero Serra Boulevard intersection is estimated to be at or near Level of Service (LOS) "D", whether due to existing or anticipated near-term vehicular traffic flows.

In the context described herein, Specific Plan review shall include an assessment of the impacts of development proposals on areawide development potentials, on vicinity traffic, on community wastewater system operations, and infrastructure requirements.



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## II SPECIFIC PLAN OBJECTIVES

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The principal rationale for preparation of the Peninsula Gateway Plaza Specific Plan is to encourage development of available properties in a well-coordinated manner. The nature of the Specific Plan Area calls for a set of planning and development objectives that describe the mutual intent of BART and the City of Daly City, to achieve this satisfactory redevelopment of the area. The location and accessibility of properties in the Specific Plan Area support the satisfaction of these objectives in the review of proposals for improvement of area properties.

The planning and development objectives listed below have been developed in a joint fashion by BART and the City of Daly City.

### 1. General Development Objectives

The following general development (land and space use) objectives are appropriate to this Specific Plan:

1. Provide for the appropriate utilization of Specific Plan Area properties, in the context of regional and vicinity development potentials.
2. Support the joint development of BART properties, where market and design considerations provide opportunities.
3. Provide for a reasonable scale of redevelopment within the Specific Plan Area. Prevent fragmentation of land resources in the area that might result from development of small, less efficient development projects.
4. Increase the potentials for development of transit-linked uses, including commercial office space, that will properly take advantage of BART, SF MUNI, SamTrans and other operators serving the Specific Plan Area and greater Daly City vicinity.
5. Support investment in a complementary assortment of retailing and related uses to serve all transit patrons and the occupants of commercial space in the Specific Plan Area.



6. Provide for conservation of critical residential resources within and bordering the Specific Plan Area.

## **2. Design & Development Objectives**

The following objectives are related to design and development within the Specific Plan Area:

1. Generally improve the appearance of Specific Plan Area properties, including public and private holdings.
2. Maximize the positive design and development opportunities associated with joint development of BART properties.
3. Ensure the appropriate level of design review for all development proposals, including considerations of intensity, location, scale, height and bulk, and control of environmental impacts.
4. Create and maintain views from the Specific Plan Area development project opportunities, wherever possible. Protect critical view corridors from adjoining residential areas, where possible without constraining economic development objectives.
5. Protect the significant vegetation and other important natural and functional features of Marchbank Park, with appropriate limits on development in that immediate area.
6. Encourage the integration of pedestrian and public spaces throughout the Specific Plan Area. Provide for a consistent and continuous linkage throughout the various blocks in the area, via connections at grade and other levels.

## **3. Access, Circulation & Parking Program Objectives**

The following objectives are related to access, circulation and parking throughout for Specific Plan Area:



1. Provide for adequate access to and from Specific Plan Area properties with identified development potentials.
2. Provide for limits on adverse traffic impacts throughout the Specific Plan Area, particularly as related to the capacity of the John Daly Boulevard - Junipero Serra Boulevard intersection, and through adjoining residential neighborhoods.
3. Provide for implementation of identified short-range and appropriate long-range traffic and parking improvements as recommended in the Daly City Intermodal Study.
4. Enhance pedestrian movements to and from the Daly City BART Station, the Junipero Serra Project Area blocks, and surrounding areas, via controlled access and visible, safe, pedestrian connections.
5. Provide for the maintenance of a parking supply throughout the Specific Plan Area that recognizes vicinity traffic capacity limitations and proximity to the BART regional transit connection.

The items outlined herein are to be considered principal objectives controlling review and approval of investments in the Specific Plan Area. Additional specific guidelines for encouragement and control of development in the area are to be applied at the discretion of the City of Daly City, and considering the spirit of other provisions of this Specific Plan and other local ordinances.



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### III PENINSULA GATEWAY PLAZA: SPECIFIC PLAN PROVISIONS

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The "Specific Plan Provisions" contained herein represent the foundation for planning and development decisions to be made in the future by BART and the City of Daly City. Included are general and specific guidelines for consideration of land and space use, design, access, circulation and vehicle parking in the Specific Plan Area, and provision of necessary infrastructure.

These major categories involved in the planning process are covered in turn below. A general policy framework is presented, and various criteria suggested to guide promotion and control of future development.

#### 1. Planning Framework

##### 1.1. Project Approval Process

Peninsula Gateway Plaza Specific Plan development shall be reviewed and approved within the Planned Development (PD) provisions of the Daly City Zoning Code. Examination of the Code and existing zoning within the Specific Plan Area indicates the desirability of the Planned Development District as the vehicle for approving Peninsula Gateway Plaza development, whether it is undertaken as a single project or as multiple projects. However, no rezoning applications are to be considered prior to or separate from the Planned Development project review process.

##### 1.2. Use Of The Specific Plan

The Specific Plan is the equivalent of the preliminary plan, which the Zoning Code requires prior to preparing a Planned Development precise plan. The Specific Plan is flexible with respect to site planning but specific with respect to magnitude of development, planning, holding capacity and circulation performance standards as well as other development guidelines and design standards. Each property developer shall be required to prepare a precise plan prior to obtaining rezoning to Planned Development (PD). The precise plan shall be prepared in accordance with the general and particular requirements of the Specific Plan, and shall incorporate all measures to mitigate significant environmental impacts adopted in the Peninsula Gateway Plaza Specific Plan Environmental Impact Report (EIR).



### 1.3. Specific Plan As Precise Plan

The precise plan may establish more restrictive requirements for height, bulk, setback, yard, parking and loading spaces, etc., but shall provide justification, and subsequent environmental documentation if necessary, to explain any less restrictive deviations from the Specific Plan. Changes to the land use map following precise plan approval shall be treated as changes to the zoning map and shall be subject to City Council review.

## 2. **General Land & Space Use Provisions**

Provisions related to land and space use within the Specific Plan Area include provisions for permitted and conditional uses, location and intensity of uses, alternate use patterns, and control of cumulative development.

### 2.1. General Land & Space Use Considerations

The primary community development objective of the Peninsula Gateway Plaza Specific Plan is to establish a significant concentration of office, retail and other commercial uses that will benefit from proximity to the BART station and permit Daly City to realize greater benefits from investment in the rapid transit system and local improvements. Support for the adopted Junipero Serra redevelopment program is incorporated in this objective. A secondary objective is to protect and conserve adjacent residential properties in the context of overall area improvement.

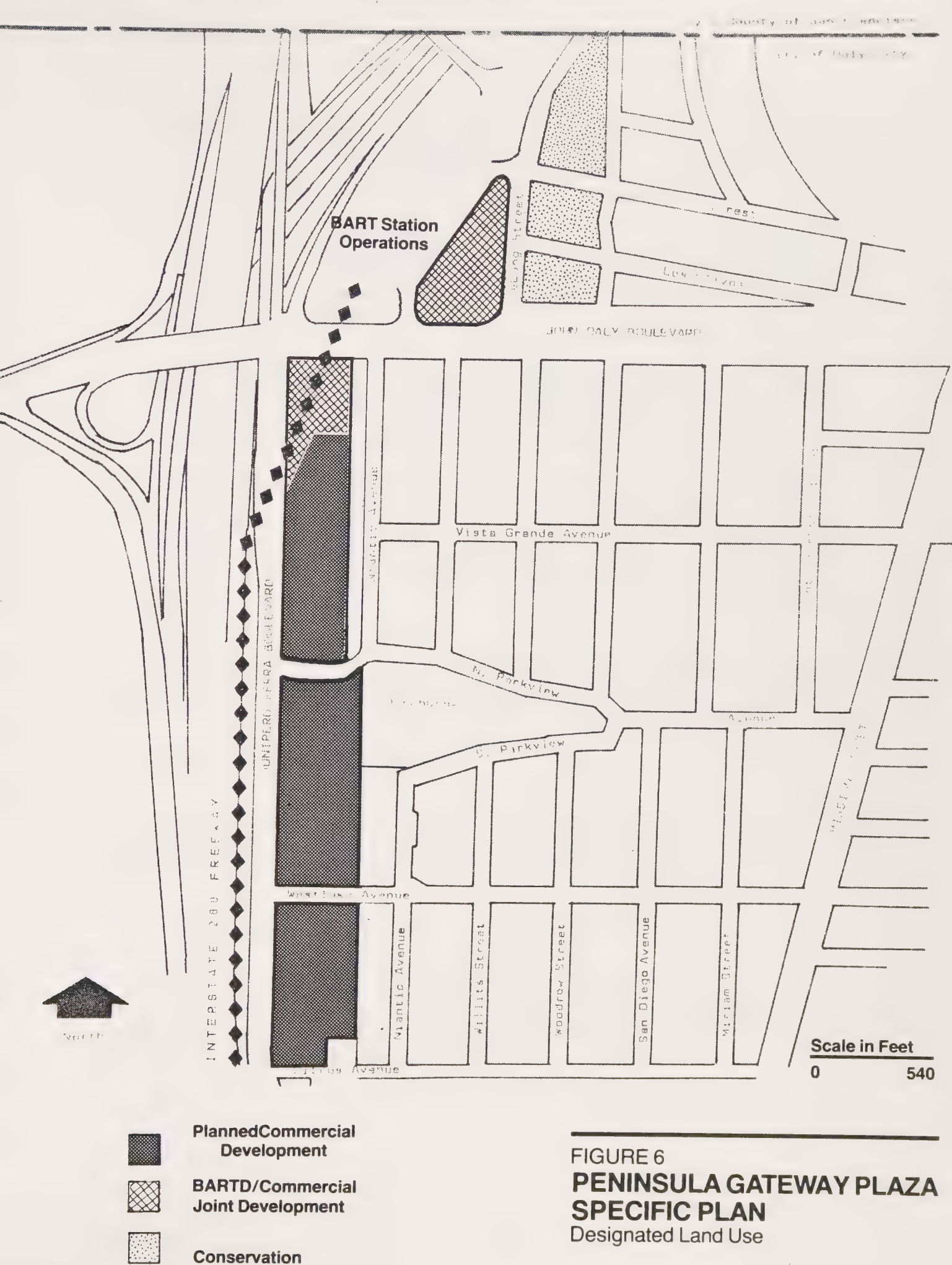
### 2.2. Proposed Land Use Pattern

The Specific Plan Area "active development areas" (suitable for reuse or intensification) consist of the four Daly City property groups shown in Figure 6. The designated development pattern under this Specific Plan is also illustrated in this exhibit.

**The DeLong Street Property:** The BART-owned "DeLong" block, north of John Daly Boulevard, currently occupied by a BART surface parking lot, should provide for station-related office space development, planned bus transfer operations and limited integrated parking to serve the uses onsite.

**Block 50 (BART):** The BART-owned portions of Block 50, at the intersection of John Daly Boulevard and Junipero Serra Boulevard and adjoining the BART Turnback structure, should accommodate convenience retail and retail service uses appropriate to the adjacent BART kiss-ride and access to the pedestrian overcrossing over John Daly Boulevard connecting Block 50 to the BART complex.







**Block 50 (Main Block):** The larger balance of Block 50 properties should accommodate office development, retail and restaurant uses and required parking, integrated into parking and/or office and retail structures.

**Block 51:** These properties should be developed in a manner similar to Block 50, with hotel or motor hotel development a substitute for commercial office space, and may incorporate an extension of Marchbank Park.

**Block 52:** These properties are distinguished from the more northerly blocks by greater distance from the station, incorporation of a greater number of existing viable and compatible uses, and thus the probability of longer-term full development.

Development in a pattern similar to Blocks 50 and 51 is encouraged. However, already announced projects on smaller parcels should get consideration as well, if the long-term development of Block 52 is not jeopardized by the proposals. A satisfactory scheme to merge parking for any early project into a long-term parking program should be part of the City of Daly City review and approvals process.

The sketch plan contained in Figure 7 illustrates generally the location of principal activity centers in the Specific Plan Area. The major buildings proposed for active development areas are also indicated.

### **3. Area Development Potential**

The Peninsula Gateway Plaza Specific Plan proposes maximum limits on the amounts and types of development for each "active development area" within the Specific Plan Area.

#### **3.1. Developable Land Area**

Table 1 incorporated herein provides the developable land area for each of the "active development areas" within the Specific Plan Area. The total developable land area (excluding area for roadways or utility rights-of-way) is approximately 665,000 SF, or 15 acres.



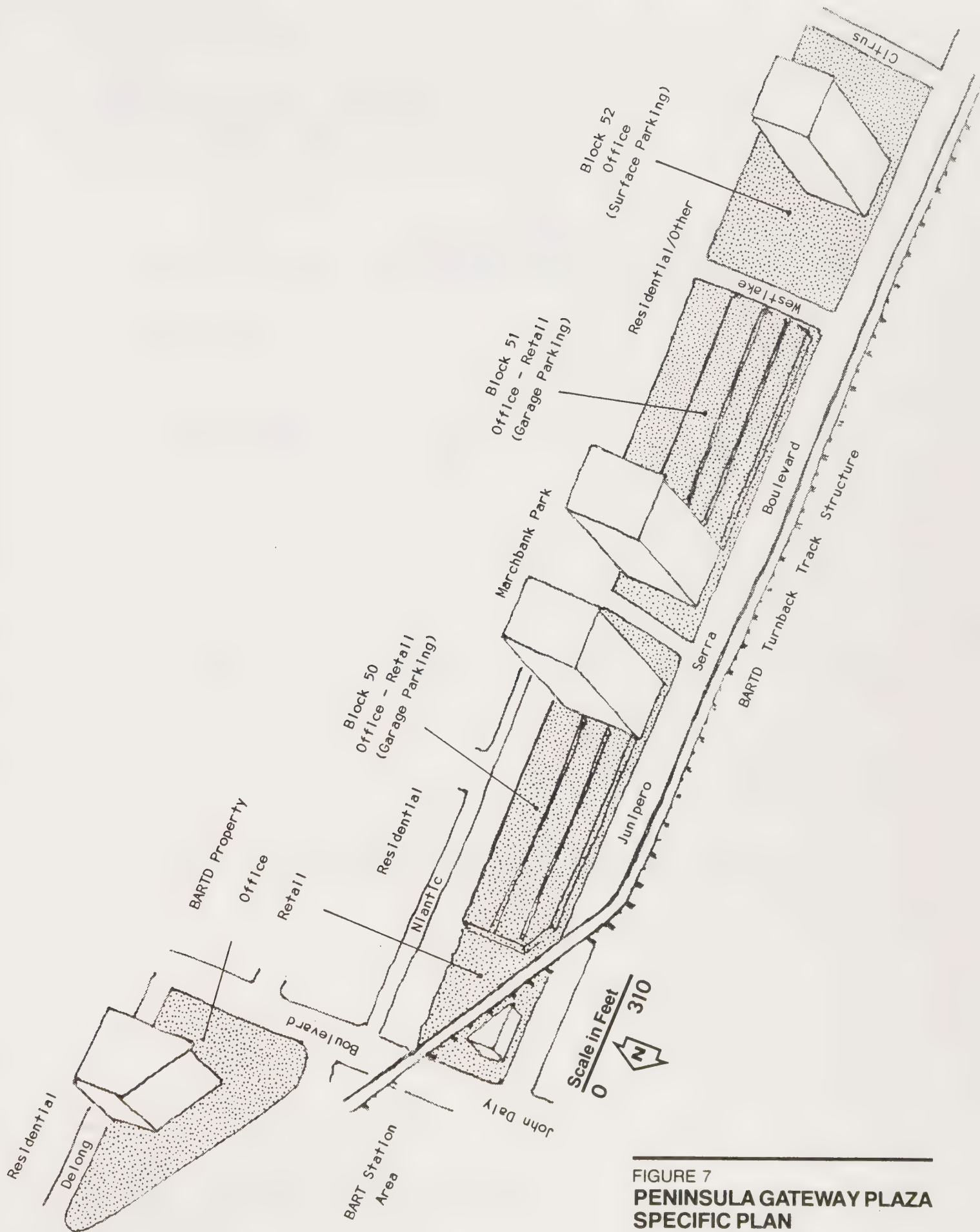


FIGURE 7  
**PENINSULA GATEWAY PLAZA  
 SPECIFIC PLAN**  
 Development Pattern



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Table 1  
 LAND AREA CONTAINED IN DEVELOPMENT AREAS:  
 PENINSULA GATEWAY PLAZA SPECIFIC PLAN

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<u>Development Area</u>	Square Feet (SF)			<u>Total</u>
	<u>Land Area By Principal Ownership</u>			
	<u>Private/Other</u>	<u>BART</u>	<u>SP Property</u>	
DELONG STREET LOT		100,000		100,000
BLOCK 50 (BART)		65,000		65,000
BLOCK 50 (MAIN)	95,000		65,000	160,000
BLOCK 51	98,000		62,000	160,000
BLOCK 52	60,000		120,000	180,000
	-----	-----	-----	-----
Totals	253,000	165,000	247,000	665,000

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/a/ In the "private/other" category, the City of Daly City (Redevelopment Agency) controls about 128,800 SF within Blocks 50, 51 and 52. The majority of this property lies within Block 51.

Sources: City of Daly City;  
 Bay Area Rapid Transit District



Table 2  
 PROPOSED BASE BUILDING AREA LIMITS:  
 PENINSULA GATEWAY PLAZA SPECIFIC PLAN

<u>Development Area</u>	Square Feet (SF)		
	Building Floor Area By Type Of Use		
	<u>Office Space</u>	<u>Retail Space</u>	<u>Total Floor Area</u>
DELONG STREET LOT	100,000		100,000
BLOCK 50 (BARTD)	12,000	12,000	
BLOCK 50 (MAIN)	185,000	25,000	210,000
BLOCK 51	162,000	26,000	188,000
BLOCK 52	105,000		105,000
	-----	-----	-----
Totals	552,000	63,000	615,000

/a/ Office space includes a variety of administrative, professional and business service activities.

/b/ Retail space includes store retailing, personal services, and restaurant related activities.

Source: LeBlanc & Company



### 3.2. Designated Development Potential

Table 2 incorporated herein provides the "designated development potential" for each of the active development areas within the Specific Plan Area. The total amount of building anticipated under this Plan is approximately 615,000 SF (gross building floor area).

Figure 7 presents a diagram of the relationship of the proposed uses to each other, and the distribution of uses throughout the Specific Plan Area.

## 4. **Permitted Use Categories**

The following types of uses should be permitted within the Peninsula Gateway Plaza Specific Plan Area, either as exclusive uses of individual structures or in combination:

### 4.1. Commercial Office Uses

This category includes administrative, business, professional, and research offices; banks, and savings and loan offices; finance companies, title companies, bail bonding establishments, and travel agencies; business services, and related office-based commercial uses.

### 4.2. Commercial Retail Uses

This category includes restaurants (excluding drive-in) and any retail use permitted by right in the C-1 District, except: department stores; retail electrical and household appliance sales and service; liquor stores; trade or business schools; and uses permitted in the R-4 District.

### 4.3. Off-Street Parking Use

This category includes surface lots and garage structures, public or private, accommodating areawide parking requirements for passenger and commercial vehicles.

### 4.4. Conditional Uses

Uses subject to a conditional use permit include the following major categories:



## General Commercial Use

This category includes hotels; motels; clubs; lodges; medical-dental clinics; prescription pharmacy; medical and dental laboratories; and related or similar general commercial uses.

## Commercial Retail Use

This category includes any retail use permitted by right in the C-1 District not listed above as a permitted use.

## Residential Use

This category shall be restricted to residential multiple-family dwellings.

## Institutional Use

This category includes churches and other religious institutions; private schools and colleges; and other similar uses.

## Other Conditional Uses

Enlargement or re-establishment of existing uses not presently permitted shall be allowed as a conditional use.

## 5. Urban Design Provisions

Development of each block should generally fall within the limits (gross building floor area) established for each block in the Peninsula Gateway Plaza Specific Plan Area. However, maximum traffic, parking and infrastructure holding capacities of the entire Specific Plan Area should serve as the guide for evaluation of any individual block or any integrated development proposal.

### 5.1. Form & Massing

Development of buildings within the Specific Plan Area should be governed generally by these form and massing guidelines:



## Building Height Limits

No general or specific building height limits are proposed. However, review of development proposals at the precise plan and Planned Development approval levels will include an evaluation of the environmental impacts of proposed building heights.

## Building Bulk Limitations

Management of building bulk should be achieved generally through application of responsive height limits. Side dimension restrictions (buildings over eight stories may not exceed 150 feet in their side dimension) specified by the 1977 Redevelopment Plan's Design Guidelines Manual will not apply, unless building heights greater than the 8 story or 100 foot limits are under consideration as an exception to these Specific Plan provisions.

## General Urban Design Relationships

The general urban design relationships proposed within this Peninsula Gateway Plaza Specific Plan are illustrated in Figure 8. The suggested location of functional areas, major buildings, circulation pattern and adjoining uses are presented in the diagram.

### 5.2. Site Planning Provisions

The various "active development areas" within the Peninsula Gateway Plaza Specific Plan Area generate differing general and specific site planning concerns.

#### DeLong Lot Development

This BART-controlled development area lies in close proximity to existing residential use. Development proposals should respect the adjoining neighborhood, and be designed to minimize the impacts of size, positioning of structure, illumination (internal and exterior), noise and signage. Adequate pedestrian connections to the BART Station Area are necessary.

#### Block 50 (BART) Development

This area requires a satisfactory land use and space use development plan that respects the proposed vehicular and pedestrian passages onsite. In addition, linkage both visually and functionally to the remainder of Block 50 to the south is important.



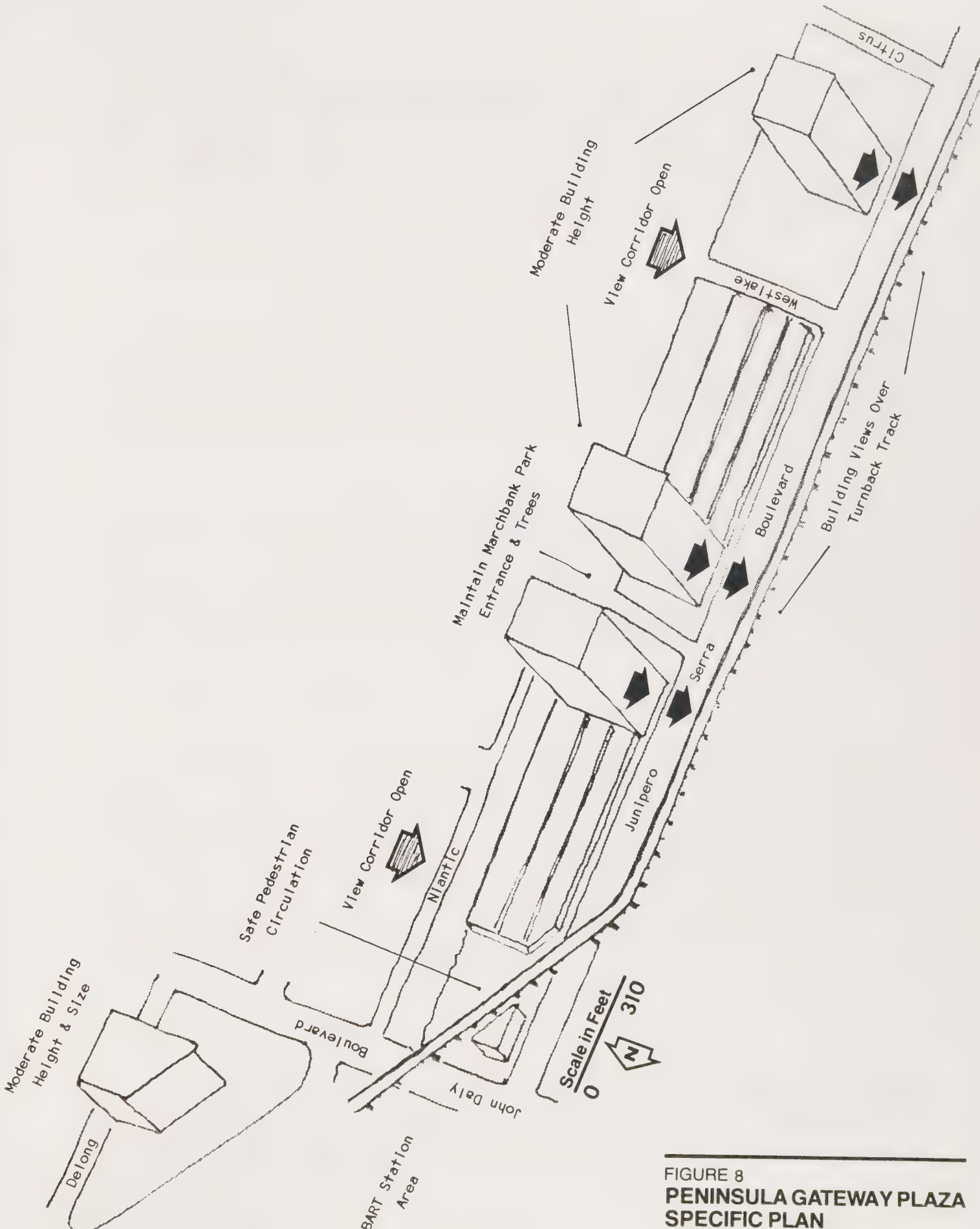


FIGURE 8  
**PENINSULA GATEWAY PLAZA  
SPECIFIC PLAN**  
Urban Design Element



Opportunities to reduce the amount of land area in Block 50 dedicated to internal vehicular circulation should be maximized. The impacts of the Turnback structure crossing Block 50 at this point should be mitigated to the extent feasible. The visible intersection corner at John Daly and Junipero Serra Boulevards should either be developed with an appropriate structure that does not induce negative circulation impacts (for convenience retailing), or landscaped and improved less intensely in a satisfactory manner.

#### Block 50 (Other) Development

Relationships between the remainder of Block 50 with the BART portion are critical to a successful development scheme. The Southern Pacific Company property (former right-of-way) should be integrated into any development proposals for the entire site. Access to and from the BART kiss n' ride area must be provided if required for proper overall Specific Plan Area circulation.

Building development should be proposed to respect the adjoining residential properties (on Niantic Avenue), and to minimize impacts of new construction. Parking must be provided in a manner to facilitate principal access and egress from North Parkview Avenue. Opportunities to create an interesting small retail complex on the southerly BART property line (integrated with parking, if possible) should be explored as an alternative to BART's development of the John Daly Boulevard corner site.

#### Block 51 Development

Development of Block 51 should be proposed to respect the entrance to Marchbank Park, and to control impacts of development on that resource. Development character should be of a quality similar to that on Block 50, and relationships between blocks should be maintained, via design and physical connections (pedestrian and vehicular). Access to parking on Block 51 should be provided both at North Parkview and Westlake Avenues, traffic conditions permitting. The Southern Pacific Company property (former right-of-way) should be integrated into any development proposals for the block. The opportunity to substitute a hotel or motor hotel project for office and retail development should be maintained.

#### Block 52 Development

Block 52 development should fully integrate the existing Southern Pacific Company property (former right-of-way). Although full block commitment to development is desirable, partial development may in this instance be considered, to accommodate already announced preliminary project proposals and land ownership patterns.



Pedestrian connections should be maintained with all properties to the north. Primary parking access and egress should be developed at Westlake Avenue, however a secondary point at Citrus Avenue should be considered. Development character should be of a quality similar to that on Block 50, and relationships between blocks should be maintained, via design and physical connections (pedestrian and vehicular).

### 5.3. Protection From Noise

The entire site is projected to be affected by noise generated by the BART train operations over the Turnback track system which, together with freeway-generated noise, will exceed levels acceptable for residential land use. Noise is therefore a concern for other activities as well. Projects should be sited and designed with the objective of identifying means, including site layout, planting, building orientation, and insulation to mitigate overall noise impacts

### 5.4. Marchbank Park Protection

Intensification of the study area has the potential to lead to competition for use of Marchbank Park between neighborhood residents and retail and office employees. The Marchbank Park boundary on Block 51 should be protected, to the degree possible, and buildings on Blocks 50 and 51 should be sited to avoid complete enclosure of views into and from the park.

### 5.5. Protection Of Adjacent Areas

Residential areas bordering the eastern edge of the Specific Plan Area should be protected as far as possible from various adverse spillover or cumulative effects of property development, including noise, parking, trespassing, views, glare and shadows, and similar effects. In addition:

Precise placement of structures should include consideration of buffering of residential areas to the east from noise generated by the BART turnback track operations.

Development of the Specific Plan Area has the potential to produce new light or glare and to produce new shadows. Building orientation should minimize the number of homes shaded by the taller commercial structures. The orientation and placement of structures should also take into account minimizing the effects of glare on vehicle operations on Freeway I-280.



Care should be given to treatment of garage rooftops (as well as to the rooftop(s) of any other structure(s) lower than the maximum proposed height. Such structures will be or may be visible from offices and restaurants in nearby structures.

Pleasing textures and/or patterns should be applied to surfaces. On surface lots, distinctive paths and structures should be used, at a minimum, to break up spaces, softening views and sheltering pedestrians. The addition of low maintenance vines, shrubs and boxed trees is the preferred planting alternative.

Visual impacts are also addressed in the 1977 Redevelopment Plan Design Guidelines Manual. View corridors are shown through the northern and southern portions of the Junipero Serra Project Area from just east of Niantic Avenue. A third corridor through the center of the area begins in upper Marchbank Park. These presently unobstructed view corridors should be protected and enhanced through "careful consideration of building design and landscaping adjacent to the zone of clear view". This further suggests the undesirability of locating any structure where height and bulk might block the entrance to Marchbank Park.

The visual and physical impact of the commercial buildings on the neighboring residential area must be considered. While effective building heights are moderate under this Specific Plan, a special analysis should be required of each development proposal prior to precise plan approval, to ensure maximum feasible protection of homes and view corridors lying to the east.

#### 5.6. Landscaping Provisions

The Daly City General Plan (Open Space Element) names John Daly Boulevard as a major "open space link" and identifies the "visual background" of the area to the east, above Mission Street.

The Open Space Element points out that the older neighborhoods east of Freeway I-280 are particularly lacking in internal open space and recommends additional open space and plazas in the Specific Plan Area. While Daly City has no local plan or program establishing the boundaries of the I-280/State Route 1 scenic corridor through the city, structures that would detract from or obstruct views from this route are discouraged by the city's Scenic Highways Element and by California State law.

Additionally, with respect to landscaping and related actions:



Street tree planting should be required along the Junipero Serra frontage, in addition to open space treatment of the garage roofs, to provide a more pleasing north-south circulation through the area and limit the impacts of larger buildings.

Viable tree stands should be retained and other significant vegetation should be retained where feasible and enhanced by landscaping to mitigate any loss of habitat or species diversity where removal of vegetation is unavoidable.

While no tree removal ordinance has yet been enacted, as called for by the Open Space Element, in the spirit of the General Plan, the pines and other trees at the western end of Marchbank Park warrant special protection.

Additional planting should be considered by BART and CALTRANS to mitigate the loss of freeway planting removed for BART Turnback Track system construction.

#### 5.7. Sign Design & Control

All signage within the Peninsula Gateway Plaza area should be designed in a manner which meets current City of Daly City's standards, at a minimum, and contributes positively to the visual appearance and identity of the entire Peninsula Gateway Plaza vicinity. Specifically:

Developers should be responsible for design of an overall graphic image for their Plaza segments that achieves the objective of consistency while providing sufficient identification of individual business firms in the area.

BART, SamTrans, Muni and the City of Daly City should be jointly responsible for ensuring that signage adequately and attractively conveys the directional information needed by transit riders, motorists and pedestrians entering, leaving and traveling within the Specific Plan Area.

### 6. **Area Circulation & Parking Provisions**

Circulation and parking considerations within the Peninsula Gateway Plaza Specific Plan include provision for vehicular movement and parking and pedestrian movement at or above and below grade; and linkage of the "active development areas" within the Specific Plan Area.



#### 6.1. Automobile & Bus Circulation: Daly City BART Station Area

The system of automobile circulation in and around the Peninsula Gateway Plaza Specific Plan Area is designed to support BART station area circulation improvements described in and recommended by the Daly City Intermodal Study Final Report, June 28, 1985. Station circulation improvements include conversion of a portion of the DeLong parking lot to a more adequate bus terminal, conversion of station roadways to a one-way counter-clockwise loop, and provision of a large pick-up/drop-off area.

Other improvements to area circulation will add a lane to westbound John Daly Boulevard in its approach to Junipero Serra Boulevard and across the I-280 bridge, and make the northbound to eastbound turning movement easier at the Junipero Serra Boulevard/John Daly Boulevard intersection. Access to the DeLong Street (BART) development area should be maintained from DeLong Street. No access should be permitted from John Daly Boulevard.

#### 6.2. Pedestrian Circulation

Provision of direct pedestrian bridges to the BART Station platforms from the DeLong bus terminal, the top level of the existing BART garage, and the south side of John Daly Boulevard via a new upper level station concourse are already programmed and will minimize pedestrian/vehicular conflicts. The BART/Daly City Turnback construction agreement stipulates that BART is responsible for provision of the main pedestrian bridge across John Daly Boulevard.

Critical to the overall pedestrian circulation system is the proposed overcrossing structure connecting the BART Station Area with Block 50 of the Specific Plan Area. Adoption of this Specific Plan reinforces the importance of this improvement project to the overall community development objectives for the Peninsula Gateway Plaza Specific Plan Area.

#### 6.3. Automobile Circulation: Peninsula Gateway Plaza

Principal automobile access to Peninsula Gateway Plaza development areas will be provided via Junipero Serra Boulevard via North Parkview, Westlake and Citrus Avenues. Access to parking areas should be limited to these secondary streets, limiting merging movements on Junipero Serra Boulevard.



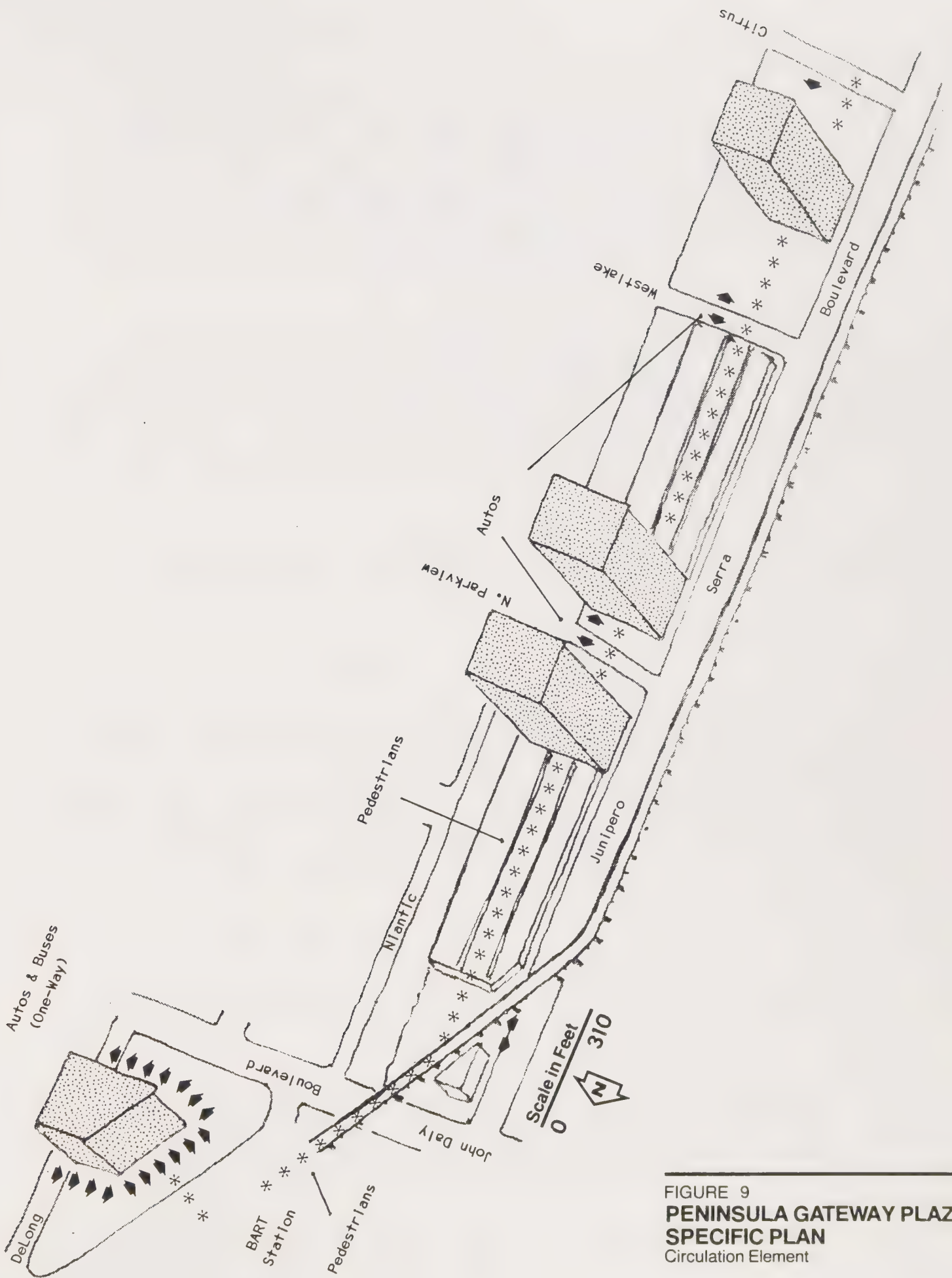


FIGURE 9  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Circulation Element



#### 6.4. Pedestrian Circulation

Development projects within the Specific Plan Area should be designed to facilitate safe, convenient pedestrian circulation between and among the Daly City BART Station and other transportation transfer points, retail stores and services, offices, and parking. Retail and retail-service uses designated for the BART-owned portion of Block 50 are designed to be accessible to local pedestrian and BART passengers. Office workers arriving by BART as well as those driving to work will follow internal block pedestrian paths between each active development area.

These pedestrian paths should be provided from major building to building (including parking facilities), eliminating necessary pedestrian use of the Junipero Serra Boulevard frontage or rear property line travel paths. Pedestrian circulation should be provided where feasible both at ground levels and on the upper floors of parking structures developed in conjunction with buildings. On Block 50, an upper level pedestrian connection between the BART Turnback structure pedestrian overcrossing and any garage or buildings on the remainder of Block 50 should be provided as feasible.

Implementation of the Specific Plan will also call for the improvement (to Daly City standards) of portions of North Parkview Avenue, and Citrus Avenue. Right-of-way for these streets should not exceed 50 feet.

#### 6.5. General Parking Policies

Maximum reliance upon public transit should be encouraged for all commercial developers and occupants of the Peninsula Gateway Plaza Specific Plan Area. Public garage construction, sponsored by direct public and private investment and assessment district financing, should be considered to support BART patronage as well as to support commercial development within the Peninsula Gateway Plaza Specific Plan Area. The preferential parking scheme, instituted in the surrounding residential area for relief of the on-street parking by BART patrons, should continue.

##### Plan Parking Requirements

The following parking requirements should be maintained within the Specific Plan Area:

3.0 spaces per 1,000 SF for office-commercial retail use and 7 spaces per 1,000 SF for restaurant use on **Block 50** (excluding development by BART on the Turnback structure parcel of Block 50).  
3.25 parking spaces per 1,000 SF of gross building space for development of **Block 50** in a mixed-use, integrated manner.



3.5 spaces per 1,000 SF for office-commercial retail use and 8 spaces per 1,000 SF for restaurant use on **Block 51** and **Block 52**.  
3.8 spaces per 1,000 SF of building space for development of **Block 51** and **Block 52** in a mixed-use, integrated manner.

3.0 spaces per 1,000 SF for joint development commercial use of the **DeLong Street (BART)** property; this parking to be allocated prior to actual development from remaining spaces on the DeLong Street lot; the existing Daly City BART Station garage; and by additional parking to be developed at the Serramonte BART Station.

Parking capacity and requirements for any other combination of space uses should be considered within the City of Daly City review of conditional use permit applications.

## **7. Site Development Provisions**

The presence of unengineered fill over a portion of the site should be avoided or mitigated, using an engineering design approach satisfactory to the City of Daly City.

The potential seismic hazard to development of the site represented by the presence of the San Andreas Fault nearby should be avoided or mitigated using an engineering design approach satisfactory to the City of Daly City. Best construction practices should be used during demolition and development to avoid or mitigate the potential for erosion that exists onsite.

The study area contains two gas stations as well as auto repair, furniture refinishing and other activities involving the use, storage and possible disposal of toxic or hazardous materials. Prospective developers should be responsible for identifying those materials and ensuring their safe removal and disposal.

## **8. Specific Plan Area Utilities**

Development of property in the Peninsula Gateway Plaza at the intensity proposed herein will require improvements to on-site and off-site utility systems within the Specific Plan Area.



### 8.1. Wastewater System

A major expansion in the capacity of the North San Mateo County Sanitation District's sewage treatment plant is currently underway, and will accommodate full development of property with the Specific Plan Area. Phasing and funding of site specific improvements should be coordinated by the City of Daly City and the North San Mateo County Sanitation District and timed to serve the Specific Plan Area as development applications are received.

### 8.2. Water System

The 8" Junipero Serra Boulevard water lines will require replacement with a larger 10-12" line to maintain service and fire flows for the proposed Specific Plan Area development. An additional booster pump will be necessary to increase fire flows to the required level.

It is appropriate to drill one additional water well in order to minimize the need to purchase additional expensive water from the Hetch Hetchy system.

### 8.3. Storm Drainage System

A substantial increase in impervious surface will occur with redevelopment of the Specific Plan Area. On-site drainage improvements should be a developer responsibility. Storm drain improvement fees set by City ordinance should be charged to help finance off-site and sub-regional improvements.



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#### IV PENINSULA GATEWAY SPECIFIC PLAN: PROGRAM ELEMENT

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Implementation of this Specific Plan involves multiple public jurisdictions and a number of private property owners. Further, the Specific Plan envisions activities taking place over an extended period of time; and calling for periodic review of program objectives, progress, and impacts. For these and related reasons, a "program element" is appropriate for this document.

##### **1. Nature Of The Program Element**

The Program Element of this Specific Plan contains an outline of significant activities necessary to realization of the community development program implicit in the Plan's recommendations.

Within the Program Element are recommended phasing of actions; responsible party identification; joint agency action requirements; and resources involved in execution of each element. Action items in the Program Element can be divided into two main categories: (1) redevelopment activities, and (2) joint development activities. Additionally, there is a financial component related to the action items.

In the first category above, program responsibility is generally carried the city of Daly City, acting under its redevelopment powers. The latter category, joint development, is a dual responsibility shared by BART and the city of Daly City. In each of these cases, there is also involvement of private interests, to participate in development, transfer properties to an agency, or to purchase property and carry out a development project.

##### **2. General Planning Process Activities**

Prior to active development of properties within the Specific Plan Area, certain planning process activities must be completed. This segment of the program includes these items:



	<u>Action Item</u>	<u>Responsibility</u>		<u>Others Involved</u>
		<u>Primary</u>	<u>Secondary</u>	
1.	Review & Certify EIR	CDC	BART	CT
2.	Adopt Specific Plan	CDC	BART	
3.	Modify/Amend Redevelopment Plan	CDC	DCRA	SMC
4.	Modify/Amend General Plan	CDC		

The codes used here are CDC (city of Daly City); DCRA (Daly City Redevelopment Agency); BART (Bay Area Rapid Transit District); SMC (San Mateo County); CT (CalTrans, State of California; MUNI/ST (SF Municipal Railway, SamTrans). "Others Involved" category includes only principal entities involved.

### 3. Redevelopment Activities

The majority of development activities carried out within the Specific Plan Area will be closely tied to Daly City's adopted Redevelopment Plan for the Junipero Serra Project Area. This program will include a mixture of publicly directed and sponsored activities. It will require use of the city of Daly City's various powers and responsibilities under redevelopment law (California Community Redevelopment Law, Section 33300 et. seq.).

	<u>Action Item</u>	<u>Responsibility</u>		<u>Others Involved</u>
		<u>Primary</u>	<u>Secondary</u>	
1.	Prepare modified land acquisition program	DCRA		
2.	Prepare modified public improvements program	CDC	BART	CT
3.	Resolve Block 51 property development program rights	DCRA		
4.	Advertise availability project development parcels	DCRA	BART	
5.	Receive and review private redevelopment proposal(s)	DCRA	BART	
6.	Accept redevelopment proposals	DCRA	BART	
7.	Complete land acquisition requirements (all blocks)	DCRA		



8.	Formalize parking program (public & private)	DCRA	BART	
9.	Complete relocation program	DCRA		
10.	Transfer acquired property (development sites)	DCRA		
11.	Complete tax increment funding if feasible to issue	CDC		SMC
12.	Fund public parking program including shared parking	CDC	BART	
13.	Transfer acquired property (public parking sites)	CDC		
14.	Install public improvements	CDC	BART	
15.	Supervise redevelopment program activities	CDC		

#### 4. Joint Development Activities

Joint development potentials within the Specific Plan Area consist of the opportunities for BART to develop all or portions of its holdings in the vicinity. These opportunities have been identified as portions of the DeLong Street parking lot, and the acquired Block 50 right-of-way property. This program will include a mixture of publicly directed and sponsored activities. The program will involve BART as owner of the public property, City of Daly City as host regulating jurisdiction, and private interests involved in any development of the sites.

<u>Action Item</u>		<u>Responsibility</u>		<u>Others</u>
		<u>Primary</u>	<u>Secondary</u>	<u>Involved</u>
1.	Relocate operating units	BART	MUNI/ST	
2.	Advertise availability project development parcels	BART		
3.	Apply for permits	BART		
4.	Review & approve joint development proposal(s)	CDC		BART
5.	Accept development proposal(s)	BART	CDC	
6.	Transfer property control	BART		



7.	Fund participation projects	BART	CDC
8.	Install public improvements	BART	CDC
9.	Supervise joint development program activities	CDC	BART

## 5. Program Financing Activities

The action program described herein calls for a variety of financial commitments from involved agencies and the private sector. The most significant of these are outlined below:

<u>Action Item</u>		<u>Responsibility</u>		<u>Others</u>
		<u>Primary</u>	<u>Secondary</u>	<u>Involved</u>
1.	Develop and execute tax increment financing plan	DCRA	SMC	
2.	Program capital budget items from other sources	DCRA	BART	
3.	Develop and execute land disposition agreement(s)	DCRA	BART	
4.	Develop and execute land joint development agreement(s)	BART	DCRA	
5.	Develop and execute land acquisition program	DCRA		
6.	Fund property acquisition and related costs	Private Developers		
7.	Fund construction program (buildings)	Private Developers		
8.	Establish assessment districts - various purposes	CDC	DCRA	
9.	Fund construction program (parking facilities)	CDC	BART	
10.	Secure long-term financing	Private Developers		
11.	Complete development program	Private Developers		



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